GRUMMAN plane news

Vol. 41, No. 18, October 22, 1982. Bethpage, N.Y. 11714

Lehman addresses Calverton Grummanites

-pg. 6

Newest customer for Hawkeye: Egypt

-pg. 3

people

Only a hobby

Who has built more F-14s? Grumman or Bill Barto?

While the right answer is Grumman, Bill Barto, an illustrator in Technical Publications, has a pretty good production run going himself. "Maybe 20-25 Tomcats," he says. And some of them have found homes in rather impressive places. One even landed on the Nimitz.

Barto's planes fly only as fast as the imagination will take them: they're plastic models. His many models have been winning prizes in Grumman hobby shows (three firsts, five seconds and a third) since he became a Grummanite in 1972.

More recently, however, they've been given honored places in the Cradle of Aviation museum, the U.S. Naval Academy, and the Grumman History Center.

His models have made such a hit with places like the Cradle of Aviation (a P-47 Thunderbolt) because they look as if a real plane was shrunk to miniature size. The detail work is that good, down to the names of the actual pilots. "There's a lot involved before you even open the box.

Shelving it. *Bill Barto's models fill several shelves in the History Center.*

"I do research right down to the bureau number," he explains. He discards many of the decals that come with each kit and paints most of the markings by hand.

Anyone who strolls over to the History Center in Plant 35 can see 18 of Barto's models on display. In one grouping, Barto built models of each of the Grumman aircraft flown by the Navy's Blue Angels.

"I try to limit myself to Navy aircraft, usually Grumman aircraft," says Barto. But the History Center also has two exceptions to that rule. One is the carrier Enterprise, the other is the Lunar Module.

At home, Barto has "Maybe nine aircraft on display in the living room and another 20 or more packed away. Anytime my daughter's friends come over she reads them the riot act and keeps them six feet away from everything."

The Barto's also have a two-and-a-half year old son who is developing an interest in modelling. "I have an A-4 Skyhawk," Barto recalls, "and he modified the nose gear. It took a lot of work to fix it. . . but he got the message."

Professionally speaking

Everett Budd recently received the Instrument Society of America's (ISA) distinguished service award in recognition of outstanding service and contributions to the society.

Budd is a technical specialist and assistant manager of ground Test Instrumentation in Plant 5. Since joining ISA in 1968, he has held numerous posts in the Long Island chapter, from newsletter editor to president.

Everett Budd

letters

Those of us concerned with the defense of our nation were saddened when we learned on Monday of the passing of Leroy R. Grumman, a pioneer of the aerospace industry. Having flown a Grumman Avenger in combat during World War II, I know first-hand the contribution he and his company made to the defense of freedom. We have lost one of the few remaining members of that first generation of aviation heroes. I extend my heartfelt condolences to his family and the people of the Grumman Corporation.

Sincerely,

George Bush
Vice President
United States of America

The political season is upon us once more. Everyone is urged to get out and vote, but about one person in five gets out to vote, and that's in a good year. The usual excuse is that "politics doesn't interest me" with an occasional "it's all cut and dried."

What everyone of voting age does not realize is that they are involved in politics from the time they get up in the morning until they go to bed at night. Your food, shelter, transportation, health services and entertainment are all directly or indirectly controlled by a legislative body. This in turn is made responsive to the wishes of the legislators which is where the voter comes in.

Please don't complain about the conditions that exist. Look around, decide what you want done and then vote for and support the person who most nearly typifies your views. Admittedly it is not a perfect system but it is the best one in the world.

The actual number of people eligible to vote is 169,000,000. The number who do vote is 40,000,000.

Anne M. Burford
Plant 30

I couldn't help thinking of an old Irish poem (if you wish to call it that) when I read your article, "Work" in the last issue of *Plane News* (Sept. 10). It goes like this:

Friday night is my delight,
And so is Saturday morning
But Sunday comes around too soon
And so does Monday morning.

I was 24 years with Grumman and loved every minute of it. I retired in 1970. My hobby now is growing prize-winning flowers of all types.

Mike Smith
Albertson, N.Y.

obituaries

CHARLES S. SCHWARTZ of Air Frame Systems in Norfolk, Virginia, died September 7 at the age of 62. He started with the company in 1965; his address was 4363 Gadwall Place, Virginia Beach, VA 23462.

HENRY CILLI of Plant 30 Inventory Planning and Analysis died on September 18 at the age of 64. He joined Grumman in 1965; his address was 532 Whittier Ave., Levittown.

JOSEPH GRASSMAN of Plant 2 Production Supervision died at the age of 60 on September 27. He joined Grumman in 1954 and resided at 49 Hillvale Rd., Albertson.

Personals

We gratefully acknowledge and thank you for your kind expression of sympathy. The family of Irene M. Smith

Thank you sincerely for your thoughtful kindness at a time when it was deeply appreciated by the family of Joe Trapani My family and I express our appreciation to our friends for the flowers and cards during the recent loss of my mother. Shirley Paschier

My family and I would like to extend our sincere thanks for the many expressions of sympathy received following the recent loss of my brother David. Peter Beaton

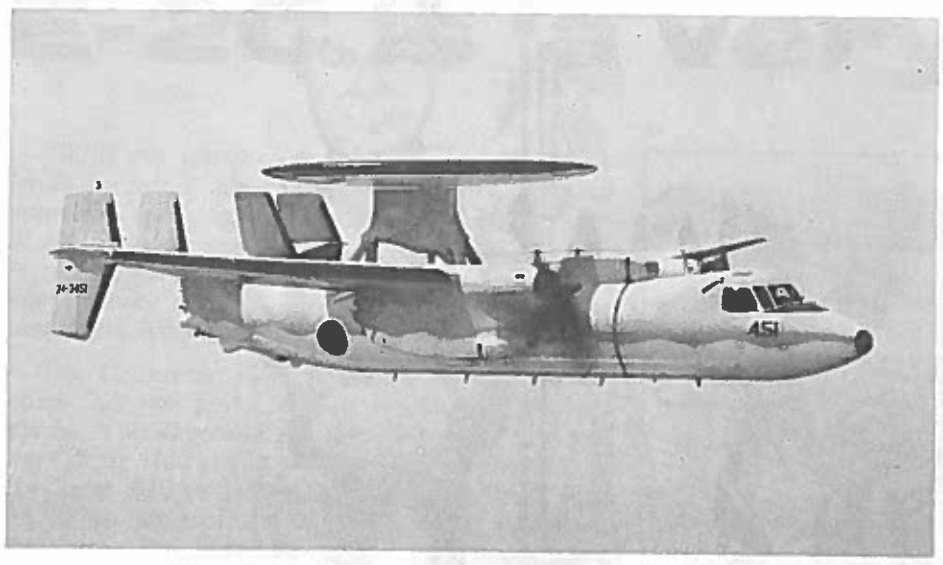
We thank everyone for their kind thoughts and expressions of sympathy during the recent loss of our father. Tom Kristich and family

The family of Phillip Dressel would like to extend their sincere thanks to all those who offered their sympathy and kindness during his illness and death. Barbara Dressel and family

My family and I extend our sincere thanks to all the Grumman folks in Bethpage and Oak Ridge, Tennessee for their thoughtfulness following the recent loss of my father. Jerry Nardone

My sincere thanks for the kindness, prayers and thoughtfulness — especially to Central Procurement Department — during my recent illness. Bill Schoppmeyer

Egypt to buy E-2C



Another sale. *E-2C 451 belongs to the Japanese Air Self Defense Force. Egypt will be Hawkeye's next customer.*

The list of international customers for the Grumman Aerospace E-2C Hawkeye continues to grow. The newest customer — The Arab Republic of Egypt — plans to order four of the world-famous airborne early warning aircraft.

Two weeks ago, Grumman signed a $3.5 million contract with Egypt to purchase long-lead-time materials that are needed to build the first of four Egyptian Hawkeyes. While this agreement is a commercial contract between the two parties, the actual sale of the aircraft will come under the Foreign Military Sales Program as a government-to-government transaction.

With its 24-foot radome and 12,000 pounds of sophisticated electronic equipment, the airborne early command and control aircraft can monitor three million cubic miles of air space.

"This sale is another testimonial to the superior performance of the E-2C Hawkeye," says Grumman Aerospace President George Skurla. "We anticipate that the sale of these four aircraft will add over $500 million to Grumman revenues."

"Egypt's decision to buy Hawkeyes is the result of four years of teamwork between the Navy, Grumman Aerospace, and Grumman International," says Grumman International President Mike Pelehach.

"Several other countries in the Pacific and Middle East have expressed a need for the E-2C capability, and we are pursuing these potential markets," Pelehach adds.

International affair

A letter of agreement between the U.S. government and the Arab Republic of Egypt is expected to be signed soon. The first Egyptian Hawkeye is slated for delivery in late 1985; the remaining three in 1986.

In addition, Egypt may contract for ground support equipment and also for training of flight and maintenance personnel. In the near future, 20 Egyptians will visit Bethpage to begin training.

For a closer look at the Hawkeye's success story, see page 5.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

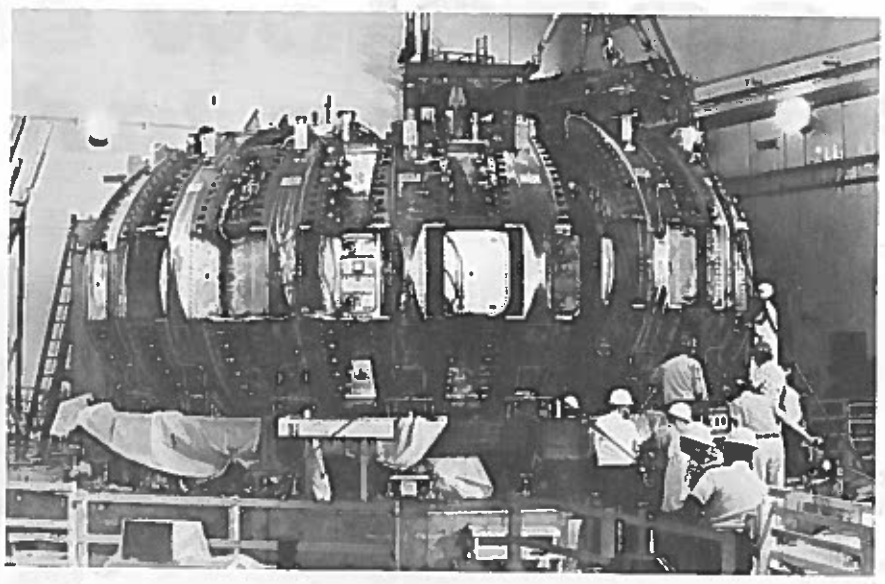
Editor
Norine Lyons Ext. 5119
Senior Associate Editor
Kathy Housley Ext. 3293
Associate Editor
John Vosilla Ext. 5118
Editorial Assistant
Clare Byrne Ext. 8999

Unit values

Investment Plan
Unit Values
as of
August 31, 1982

Equity Fund. $1.699 ($1.526)
Fixed Income Fund. $2.918 ($2.714)
Guaranteed Income Fund. $1.489 ($1.474)
Company Stock Fund. $37.188 ($31.125)

(July 31, 1982 values are in parentheses)



Final touch. *Grummanites align the final section of the doughnut-shaped vacuum vessel of the Tokamak Fusion Test Reactor at Princeton.*

Fusion energy update

"Our progress must be measurable on a political as well as on a scientific scale if fusion energy is to achieve practical success," said Dr. John Clarke, director of fusion energy for the U.S. Department of Energy.

Clarke visited Grumman on October 1 to give an overview of the magnetic fusion energy program in the United States. He told Grummanites gathered in the Pl. 25 conference room that ". . . people must be convinced that it will work, and that fusion research deserves higher priority in the national budget."

Clarke also stated that cooperation between government and industry would continue to be of vital importance.

Following Clarke's address, Grumman's director of Fusion Energy Programs Bob Botwin and deputy director Tony Favale outlined the company's efforts in fusion, highlighting the Tokamak Fusion Test Reactor (TFTR) at Princeton University.

Grumman is teamed with Ebasco Services, Inc., under contract to Princeton Plasma Physics Laboratory, and provides engineering and technical support.

The Princeton Tokamak is the largest construction project of the U.S. fusion program. Temperatures inside the doughnut-shaped vacuum vessel would be 100 million degrees Celsius — about six times hotter than the sun. Deuterium and tritium gases — extracted from ordinary sea water — confined within the vessel and traveling at high speeds along the circular path, would fuse together. The result would be a safe, clean, economical — and virtually inexhaustible — energy source.

Fusion is quite different from fission, the reaction used in conventional nuclear power plants. Fission involves the splitting of a heavy atom (uranium) by an energetic particle (a neutron) producing lighter atoms and a release of energy.

All about fusion. *DOE's Dr. John Clarke (R) reviews developments with GAC Fusion director Bob Botwin (L) and deputy Tony Favale.*

Fusion causes light atoms to join (fuse) and release a huge amount of energy.

Recently, the final segment of the TFTR was installed and aligned. Scientists plan to turn on the experimental reactor early in 1983.

About 45 Grummanites are assigned to the TFTR project; another 35 are assigned to other fusion projects around the country — such as at Oak Ridge Laboratory in Tennessee, and Lawrence Livermore Laboratory in California.

OOPS!

It's a job for Ed and Ernie

Something old is something gold to Ernie Prodromides and Ed Cavanaugh, but only if it fits an HU-16 Albatross or an S-2 Tracker.

Ernie and Ed are logistics manager and assistant manager, respectively, of OOPS — Out Of Production Spares.

OOPS, a funny acronym for an important business, is a small group of Aerospace Grummanites in St. Augustine, Florida. They search the world for parts for old Grumman planes that are out of production but still on the job. The group works out of the northeastern Florida city at Grumman St. Augustine Corporation, a wholly-owned subsidiary of Grumman Aerospace. Grumman St. Augustine is converting HU-16s to G-111s for Resorts International and overhauling S-2s for several nations that use them for maritime patrol and anti-submarine duty.

Since these two planes haven't been produced for years, the parts are almost as rare as clues in a good mystery novel. But Ed and Ernie are good detectives.

"You've got to go here, go there; you've got to keep digging," says Ernie. And go they do. Says Ed, "Since we've been down here I've gone around the world."

The farthest he's been to find parts was Japan, but he says it was worth the trip. "I went to buy some HU-16 parts. They have beautiful aircraft parts because they have a real good maintenance program."

Neither Ernie nor Ed have to think very long when asked what parts are the toughest to find. "Avionics for the S-2," Ernie answers right away "Vertical gyros for the S-2F. Two years ago we got all the gyros we thought were around: 10 of them.

"Then out of the woodwork we got a call and a guy says, 'Ernie, you want three more gyros? I know they're the last three in the world.' That's pretty much how the business works." You can also bid on parts sold in grab-bag lots containing some parts you want and lots of parts you probably don't. These come from the government, and they let all the bidders know who bought what. So even if you didn't win what you bid on, you can always give the winner a call and buy the parts you really wanted.

Ernie recalls making the highest bid on a lot of parts that contained 10 brand new Beech canopies. No sooner had the list of winning bids been published than someone called to buy the canopies. Ernie was able to sell them at the same price Grumman paid for the entire lot.

Of course, parts that can't be found anywhere will be made by Grumman.

Ernie says that, "People say 'Hey! Buy from Grumman. We know we're going to get good parts.' "

No matter what the part, if someone needs spares for their Grumman planes they'll usually call Ernie and Ed first. "People call us Sanford and Son."

United Way ends campaign with goodies for givers

Across the nation, non-profit health and social service agencies are being hit hard by federal budget cuts. On Long Island alone, 130 agencies suffered 24 percent reductions in federal aid last year.

That's why the 1982 United Way campaign is more important than ever. "Grumman's goal for 1982 is $800,000," reports Bob Nafis, Grumman Data Systems President and chairman of this year's campaign at Grumman.

"Your United Way contribution goes a long way to help you and your neighbors," continues Nafis. "Last year, more than 2,000 Grummanites and their families used United Way services."

Out of every dollar you give to United Way, 85 cents goes directly to the agencies. Administration costs are extremely low because 15,000 volunteers work on the annual campaign and throughout the year. One such volunteer is Emmogene James, a senior editor in Plant 5's Presentations Services.

James is one of five Grummanites serving as "Loaned executives" to United Way. Others are Robert O'Rourke, James Roberts, Salvatore Rubino and William Waas.

Eye opener

"I found out that I actually knew very little about United Way before," says James. "This assignment has given me a close look at how important it is, also how deep Grumman's commitment is — a commitment that dates back to Jake Swirbul and Star Night (the forerunner of United Way on Long Island.)"

The agency that impressed James most was the Association for the Help of Retarded Children. "The dedication of the staff in helping the children was enormous," says James, who finishes her United Way job in November.

The Grumman campaign for United Way ends October 22. Help support the 130 agencies that fill a spectrum of human need. If you are already giving via payroll deduction, how about increasing your donation by 25 cents. If you haven't gotten around to weekly deductions, it's never too late to start giving.

Prizes, too

As in past years, Grumman will hold prize drawings for those who give the United Way. The first of four drawings took place on September 30 for all those givers already on payroll deduction. The winners were:

$500 Shopping Spree — Doris Picardi (35) and Arnold Runge (111); $250 Shopping Spree — C. Perfitt (GAI) and Robert Kliphon (45); Gas Grill — Francis Killeen (18) and John Rock (2); 100 Gallons Gas — Martin Larcombe (6) and Robert Costa (35); Bike — Madeline Zebrowski (GAI) and Gregory Stevens (20); TV — Arthur Feliu (6) and Lydia Mallonee (40); "Walkman" radio — Sherman Jacobs (2), Armando Cintron (3), Zoila Guerrero (1) and Susan Popp (1); Instamatic camera — James Keegan (31), Irene Buttner (9), Robert Kobus (6) and Laurie Coker (6); Calculator — William Kidd (111), Paul Scollan (1), Maurice Fasano (30) and James Mueller (272); Clock Radio — Julius Schaad (2), Eugene Burke (25), William Biggs (7) and Charles Mullen (6).

Around the world, E-2C is 'a very hot property'

"With the lessons of Lebanon and the Falklands in mind, air force commanders in many countries seem to have concluded that they can ill afford to do without planes like the Hawkeye. It may be an ugly duckling, but the Hawkeye has become a very hot property." **Discover Magazine, August 1982.**

The Grumman E-2C Hawkeye has indeed become hot property in the worldwide marketplace. The Japanese Air Self Defense Force will have four Hawkeyes patrolling their airspace in the near future. The Israelis used their four E-2Cs to control the air battle over Lebanon. And now the Egyptian government has chosen to add four E-2Cs to its air defense arsenal.

Other countries are taking a long, hard look at the sophisticated aircraft. Among those interested in acquiring Hawkeyes are Australia, Korea, Venezuela, Greece and France, to mention but a few.

●

"The wars confirmed the value of airborne early-warning and battle-control aircraft." **The New York Times, June 18, 1982.**

International interest in the capabilities of the Grumman E-2C increased tremendously this year because of three world events:

- The successful exploits of the U.S. Hawkeyes in the battle against drug smugglers in Florida;
- The lack of sophisticated airborne early warning and battle-control in the Falkland Islands war; and
- The contributions of four Israeli Hawkeyes against the Syrian forces in the Lebanon crisis.

●

"The Hawkeye is unmatched by any other existing means to detect and track the type of aircraft used in drug smuggling." **Congressman Leo Zeferetti (D-NY), chairman of the Select Committee on Narcotics Abuse and Control, at the House Appropriations Subcommittee on Defense Appropriations in August 1982.**

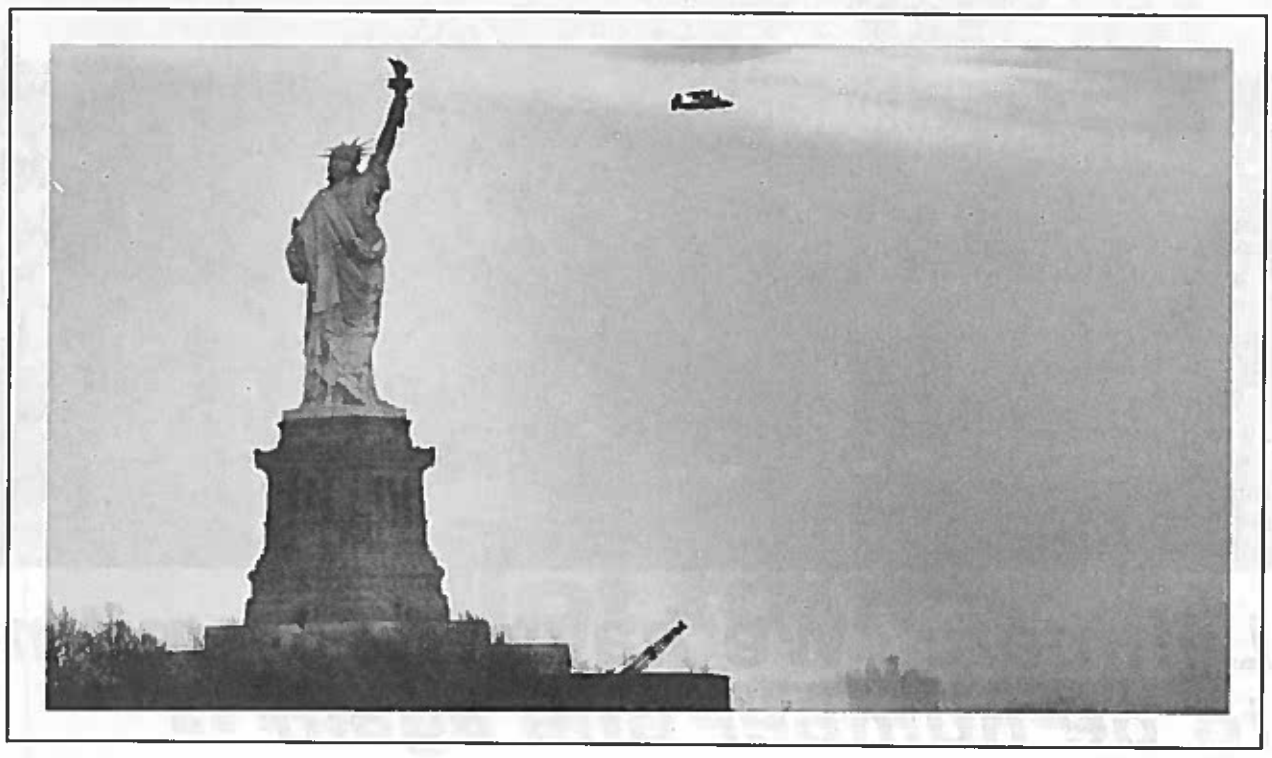
Affectionately called "hummers" by the men who fly them, the Grumman E-2C has been serving as the eyes and ears of the U.S. fleet since 1973. It gained national attention late last year when the Navy used Hawkeyes to assist the U.S. Customs Service in its battle against drug smugglers in Florida.

The Hawkeye proved to be a formidable foe for illegal traffickers. During the first three months of operation with Customs, the E-2C was responsible for seizure of 45 aircraft and illegal drugs totalling $360 million in street value.

A strong advocate of the Hawkeye's new role, Zeferetti urged the House Appropriations Subcommittee on Defense Appropriations to provide money to the Navy to continue its anti-smuggling patrols. "Along with the U.S. Navy, Vice President George Bush and Treasury Secretary Donald Regan are also supporting the program," says Jim Philbin, E-2C program director.

●

"With the E-2C or equivalent, the British would be able to detect the Argentine aircraft at ranges of up to 300 kilometres and then direct defending fighters to them . . ." **Canberra Times, May 29, 1982.**



Though the British were successful in reclaiming the Falkland Islands, it lost several ships in the campaign, most notably the *Sheffield*, hit by a low-flying Exocet missile.

A May 29th article in *Flight International* reported that "Low-level attacks on [British] Task Force ships have . . . been successful and highlight the major gap in fleet air defense. . . . Normally long-range warning would be provided by intelligence on enemy movements by airborne early warning aircraft able to detect the low flier. These are not available in the South Atlantic."

In a *Sea Power* article in June 1982, Secretary of the Navy John Lehman "put the *Sheffield* matter in perspective when he said the Argentine Super Etendard jet 'would not have gotten anywhere near a U.S. carrier battle group, with its E-2C Hawkeye early warning planes . . .' The *Sheffield* was on picket duty, off by itself, and had no air protection."

●

"The story, when finally told, of how the Israelis adapted their E-2C Hawkeye surveillance planes . . . is bound to enter national legend." **Time Magazine, June 28, 1982.**

While the South Atlantic war stressed the gaps in the British airborne early warning capabilities, the Israeli conflict in the Middle East demonstrated the Hawkeye's impact on a nation's air power.

On June 28, 1982, *Aviation Week and Space Technology* reported: "The Grumman E-2C has played an important role in the aerial battle, using its radar system while orbiting off the Lebanese coast to detect fighters taking off from Syrian air bases. Once the aircraft are airborne, Soviet-built ground control links to the fighters were jammed by Israel, leaving Syrian pilots without vector direction while the Hawkeye aircraft vectored Israeli aircraft to intercepts of Syrian aircraft. The E-2C also played a leading role in the destruction of 19 Soviet surface-to-air missile sites without Israeli aircraft losses . . . ."

In the Mideast war, the Israelis claim to have shot down 80 Soviet-made MIGs and to have demolished 19 SAM-6 sites with no loss of Israeli jets.

●

"The Soviets have nothing comparable to the U.S. E-2C Hawkeye . . . ." **U.S. News and World Report, June 28, 1982.**

"As of today, Grumman's technology is eight to 10 years ahead of everyone else in the AEW industry," proclaims Philbin. "We also have the best technical software house in the industry."

Today's E-2C is capable of tracking up to 250 enemy aircraft and more than 300 other radar-emitting objects simultaneously at a distance of more than three million cubic miles of airspace. With its powerful onboard computer, the Hawkeye evaluates information quickly and directs flights on missions in the ever-changing battlefield in the skies. It possesses both marine and overland capabilities and is resistant to electronic jamming.

The larger, more expensive, landbased Boeing E-3A AWACS lacks the E-2C's passive detection system. This exclusive feature enable the Hawkeye to monitor surface-to-air missiles and other targets that have their own radar.

"Grumman has repeatedly proven its expertise in integrating the latest equipment into the Hawkeye," says Philbin, pointing out that the E-2C is updated with the latest electronics every five years. That fact, along with the Hawkeye's price tag which is four times lower than the competition's AWACS, makes the Hawkeye very attractive on the international marketplace.

Philbin is quite bullish on the E-2C. "Grumman Aerospace will be building Hawkeyes through the end of the century," he says.

Floor plan. *Grumman Aerospace Pres Secretary of the Navy John Lehman. A Grumman Corporation President Joe C vice president-Calverton Operations. (Ph*

Lehman: 'We have a commitment to be number one again'

It was standing room only at Calverton's Plant 6 on Friday, October 15, when Secretary of the Navy John Lehman visited to personally thank Grummanites for their contributions in re-establishing the U.S. Navy to "second-to-none" status.

Some Grummanites were lucky and grabbed great seats on the wings and fuselages of nearby Tomcats and Intruders. Meanwhile, over 2,000 Grummanites surrounded the red, white and blue platform to hear this century's youngest secretary of the Navy speak.

Flanked by Grumman Corporation President Joe Gavin and Grumman Aerospace President George Skurla, Lehman stepped up onto the speaker's platform with the Grumman Employees' Band playing "Anchors Aweigh."

Welcome aboard

In his welcoming address, Skurla called the distinguished visitor, "the nation's leading architect and spokesman for a strong navy presence in the world.

"He is an operating man and a realist," said Skurla. "He favors using existing systems that really work...the kind we are building for the U.S. Navy today. And he favors increasing their capabilities by using evolutionary derivatives rather than embarking on revolutionary new programs."

Skurla then introduced Lehman to fellow Grummanites as "a strong advocate of having the U.S. pay the price for peace while peace and security can still be bought in our time."

"I want to thank you all personally for the outstanding job you've done," said Lehman. "Since I was a boy watching F6-Fs fly over my house, I've wanted to come here and see what made this great naval legend: the Grumman Ironworks."

The 40-year-old secretary then reviewed the events which have taken place in the U.S. since he took office in 1980. "The President's principal priority was to re-establish this country on the basis of naval strength — second-to-none," stated Lehman, contending there had been a long period of steady decline under the past several administrations.

The secretary pointed out that the United States had to "restore a perception of consistency, reliability and tremendous inner strength to the world." He cited that "military and economic capabilities were the heart of that recovery."

Lehman stressed that the keystone of the President's plan was to re-establish naval superiority. President Reagan "didn't hedge" on his campaign promise to rebuild the Navy, Lehman told attendees. "He doubled shipbuilding and doubled aircraft procurement. He put the naval program upfront...added two new aircraft carriers in this year's budget." The U.S. naval strength is now up to 15 battle groups and 600 aircraft.

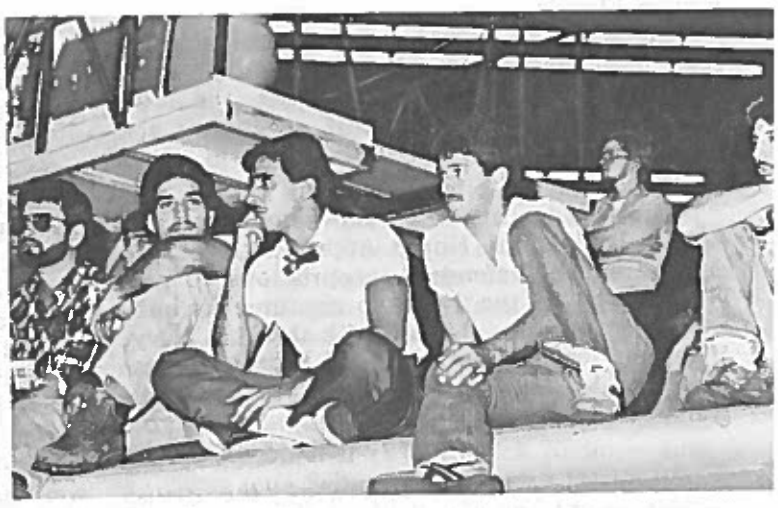
'Number one'

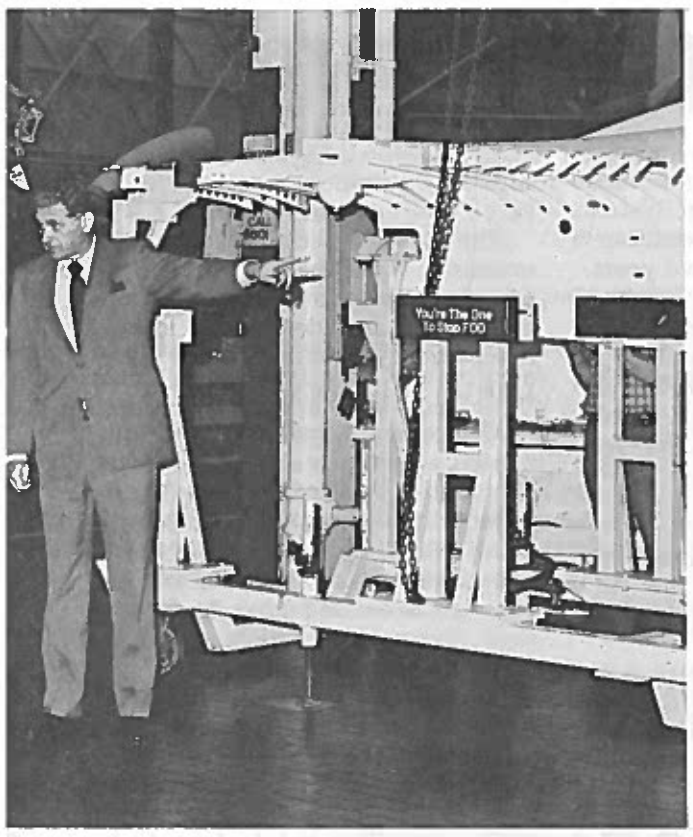
"And that is the number one navy in the world," stated Lehman. "A navy that can and will meet any threats...to be able to win if challenged!"

Pointing to the Grumman audience, Lehman proclaimed, "It is you people who will fill those decks with aircraft that will be able to beat those threats anytime and anywhere."

Lehman went on to say that this keystone plan was not without its critics in politics, the press and even business. "They said, building the nation's

'It is you people who will fill those decks with aircraft that will be able to beat those threats anytime and anywhere.'





nt George Skurla (R) explains the Plant 6 line to
ompanying the secretary on his tour were (L to R)
in, NAVPR Capt. Roy Buehler, and Tom Merritt,
s by Fred Annette, Karl Thoma, and Gerry Costello)

navy was 'too ambitious!...'The cost of today's aircraft and ships is too high,'", stated Lehman. Critics maintain that the American worker and management no longer have the edge that made this country what it is today, said Lehman.

But Americans are proving the critics wrong, reported Lehman. "We saw as we see right here in this plant: increased efficiencies, lower costs and greater productivity. Like others, you are re-establishing the confidence and showing that Americans can stay ahead... The world is seeing that we have a serious commitment to be number one again."

"You have all played a central role in re-establishing the world's most dynamic economy," said Lehman. "Judgments by our adversaries and our friends are now being made. We are seriously re-establishing our strength...we are all participating at the center of seeing the historical turning point where the United States begins long term prosperity.

"On behalf of the Navy and Marine Corp — and the administration, I thank you all for making it possible."

Familiar spot. *An A-6 Intruder bombardier/navigator for over 10 years, Secretary of the Navy John Lehman talks about his A-6 experiences with Grumman Aerospace President George Skurla.*

A pilot tours 'the Ironworks'

John Lehman knows flying. The Secretary of the Navy piloted a Marine helicopter from Warnington to Calverton. And he's an A-6 bombardier/navigator with the Navy Reserve.

But, during his tour of Calverton, he saw Grumman aircraft from a different point of view. As Bill Hamilton of Plant 6 put it, "You really don't see what an aircraft is until you see the guts hanging out and how it all goes together."

The Secretary did see, up close, how Grumman's planes, the mainstay of the Navy's tactical air arm, go together.

Lehman and Congressman Bill Carney (R, First Congressional District) toured the production line with NAVPRO Capt. Roy Buehler, Grumman Corporation President Joe Gavin, Grumman Aerospace President George Skurla and Tom Merritt, vice president — Calverton Operations.

Also accompanying them on the tour were Executive Vice President-Operations John O'Brien; Pete Oram, senior vice president-Aircraft Programs; Bob Myers, vice president-Resources; and Bill Voorhest, vice president-Security and Corporate Services.

Skurla showed him the titanium wing box of an F-14. Lehman watched the landing gear of a new, but still wingless Tomcat being operated. He climbed the ladder to see an early production A-6 being updated to TRAM configuration. There, he met Grummanite Rich Arpen, who said it was the third time he had worked on the plane in his 10 years working in A-6 cockpits. "They keep bringing it back and putting new systems in it. We must be doing something right."

Lehman looked at another F-14. This one was getting fit checks with a General Electric F101 Derivative Fighter Engine, that powers the Super Tomcat. Jack Hassett, propulsion manager for the F-14 Program, showed the Navy Secretary the hardware and conversed with him about the status of the program. "What impressed me most," Hassett later explained, "was his grasp of the real issues. He asked good questions, very good technical questions."

A trip to remember. *After piloting a Marine helicopter from Washington D.C. to Calverton, Secretary of the Navy John Lehman is greeted by Grumman Aerospace President George Skurla at Plant 7.*

Except for the high ceilings, Plant 6 seems almost like the hangar deck of an aircraft carrier with the rows of Intruders and Tomcats. But on October 15, at the end of this production line was a speaker's platform.

Grummanites from the night shift arrived early, getting the good seats on top of the planes parked around the podium. By the time Lehman walked to the podium all the seats were gone.

Training Systems likes Bohemian life

"Everything is under one roof — and that gives us certain advantages," says Training Systems director Bill Eager.

The roof he's talking about is over a low, white building just off Veteran's Memorial Highway in Bohemia, New York. It's the new home for the group that builds simulators and trainers for all Grumman aircraft.

Consolidation

Training Systems finally moved into Pl. 47 this summer, from assorted locations in Plants 4 and 5. About 160 people made the move. In addition to office and engineering space, Plant 47 also boasts an 8,000 square foot computer facility.

"When we were scattered all over, it was hard for the customer to see us as an entity within Grumman. Consolidation makes communication within our department — and overall management — a lot easier," says Eager.

Near the airport

Proximity to MacArthur Islip Airport is another plus, for trips to Washington, D.C. and Naval Training and Equipment Center (NTEC) in Orlando, Florida.

"Trainers and simulators are no longer sold in one package along with aircraft," says Eager. "There is a separate organization within each branch of the military to purchase them. Having a dedicated facility for Training Systems parallels that arrangement and gives us an edge in the stiff competition for contracts." Training Systems has brought in over $55 million in new business in the past two years.

Products produced in Plant 47 are in use in Naval Air Stations in Miramar, California; Whidbey Island, Washington; Norfolk and Oceana, Virginia; NTEC Orlando; as well as in Army sites in Maryland and Texas.

Increased demand

The demand for these systems has increased over the years along with the rapid growth in simulator technology.

"All military budgets reflect the shift to simulation," says Eager. "The price of fuel, plus the cost of highly sophisticated aircraft and support equipment have made it a very attractive alternative."

The systems permit relatively inexpensive training of new pilots; experienced pilots can maintain their skills and develop efficiency in emergency situations.

Like the real thing

Maintenance trainers give technicians experience in troubleshooting faults that could not be inserted in the actual equipment. "You wouldn't want to 'break' an expensive system in an EA-6B just to show someone how to fix it," says Eager. Through computer technology, the trainers can duplicate the same problems — without damaging anything.

The Training Systems group is settling in nicely, according to Eager. No bowling leagues yet ("The prevailing sport seems to be racquetball around here,") but they've already had their first annual picnic.

Training Systems' address is Pl. 47, Mail stop C-02.

Field sites keep customer satisfied

Today, there are 10 Grumman field site offices open for business in eight states. All are strategically located in Grumman customers' backyards.

Earlier this year, the field sites became a new department — Marketing and Advanced Technology Development (MATD) Customer Requirements Field Offices. "Our two primary goals are to enhance Grumman's marketing activities and to better utilize our people out in the field," states director John Papazian. He reports to Senior Vice President Dan Huebner, Marketing and Advanced Technology Development.

Right in the neighborhood

While the corporate regional offices are located in four major U.S. cities, the MATD offices can be found in the same towns as major Grumman Aerospace customers.

"By living right in the neighborhood, we keep close tabs on how our customer views Grumman's present performance and how the company can offer assistance in the future," says Papazian. "A satisfied customer always returns for more business."

Since the consolidation took place in April, three new Grumman field sites have been added: one in Lexington, Massachusetts, near the Electronic Systems Command; another near the Warner Robins Air Force Base in Georgia; and a site office near the Air Force Tactical Air Command (TACAIR), Langley Air Force Base in Virginia. Papazian forecasts more openings next year.

A Grumman field site representative wears many hats. No day is the same. A rep may work out a problem with a local subcontractor, check out an upcoming RFP (request for proposal) that would fit into Grumman's game plan, or relay a customer's concerns back to Long Island.

"To the customer, I am Grumman Aerospace," says Leo Junen of the Huntsville, Alabama, office. "To Grumman, I represent the customer."

Junen's office is near NASA's Marshall Space Flight Center, the U.S. Missile Command, and the Ballistic Missile Command headquarters.

With over 25 years' experience at Grumman — 12 at Huntsville — Junen knows what the customer wants and what expertise and assistance the company can supply.

Like other field site managers, Junen invites Grummanites to call on him for assistance. "If you have business in Huntsville, I can help you set up meetings with the right people, and give you a rundown on the customer's situation. I can also follow up on things for you after your visit," says Junen. "I might even be able to save you a trip."

Joe Becker, Junen's counterpart in Orlando, Florida, extends the same invitation. His home base is near the Naval Training and Equipment Center.

"At the outset of 1982, the corporate marketing plan was to bring in about $30 million in the training systems field," states Becker. "We are well on the way to meeting that goal. The potential is here for $40 to $50 million annually."

All the field site office managers are kept up to date on the company's marketing strategy. Every Monday afternoon at two, Papazian and his managers hold a meeting via teleconference. "We have to wait for Tom Lawrence in Hawaii to get to work," says Papazian.

How to find them

Here are where the Grumman field offices are located:

Los Angeles, California — Jack Anderson, Kath Ham, Marty Lachow, John Ohler, Al Rogers and Bob Shutak. Address: 999 Sepulveda Blvd., El Segundo, CA 90245. Telephone: (213) 615-0123.

Orlando, Florida — Joe Becker, 3191 Maquire Blvd., Suite 205, Orlando, FL 32803. Telephone: (305) 898-6031.

Shalimar, Florida — near Eglin Air Force Base. Charles Dragowitz, PO Box 536, Shalimar, FL 32579, Telephone: (904) 244-2823.

San Antonio, Texas — near Lackland AFB. James Almond, 7323 Hwy 90 West, Suite 400, San Antonio, TX 78227. Telephone: (512) 673-1961.

Webster, Texas — near Johnson Space Center and NASA headquarters. Bob Sheets, GAC, 12130 Galveston Rd., Webster, TX 77598. Telephone: (713) 484-2141.

Huntsville, Alabama — Leo Junen, GAC, PO Box 6144, Huntsville, AL 35806. Telephone: (205) 772-9225.

Dayton, Ohio — near Wright-Paterson Air Force Base. Gerry Kaufhold, Bill Evans, and Chuck Spencer, GAC 333 W. First St., Suite 252, Dayton, OH, 45402. Telephone: (513) 228-1175.

Lexington, Massachusetts —Mo Tourison, 420 Bedford St., Suite 130, Lexington, MA 02173. Telephone: n/a.

Warner Robins, Georgia — John Rhoades, Law and Finance Plaza, 511C, North Houston Rd., Warner Robins, GA 31093. Telephone: (912) 929-2662.

Hampton, Virginia — near Langley Air Force Base. Richard Price, Towers 83, 2101 Executive Drive, Hampton, VA 23666. Telephone: (804) 827-5330.

Time to sign up

October is the open enrollment period for Grummanites to sign up for the Grumman Personal Accident Insurance Plan — or to increase their insurance amounts.

This accidental death insurance program is offered to all active employees for themselves, their spouses and dependent children.

The plan is voluntary and is offered in addition to the company-paid group term accidental death and travel insurance plans.

Weekly premium is 12 cents for each $10,000 of insurance for yourself; 17 cents for each $10,000 to cover both yourself and your eligible family members. You may purchase up to $250,000 of coverage for yourself.

Enrollment forms and booklets are available from the Insurance Department, Ext. 5586, in Plant 28 and from local Employee Services (ES) offices. If you have questions about coverage or enrollment, contact the Plan Administrator — Frank B. Hall Consulting Company — by calling toll-free (800) 942-1905 within New York State or (800) 431-2052 outside N.Y.

The next open enrollment period will be in April 1983.

work

It's one-third of your day for probably 45 years of your life. You love it, hate it, can't wait for Mondays, or just live for Fridays. It gives meaning to your life, or maybe it's just a way to keep a roof over your head.

Whatever work means to you, it's part of the way you define your place in the world.

In the second in a series of interviews in which Grummanites talk about work, Joe Kovaleski talks about his job in Plant 1 Shipping.

"This can be a very busy place. It's important to the production line that parts get shipped in and out quickly. When parts come in from other plants, I generally know if it's something that's critically needed or on back order. If it's something I know has been in short supply, I try to push it through as fast as I can.

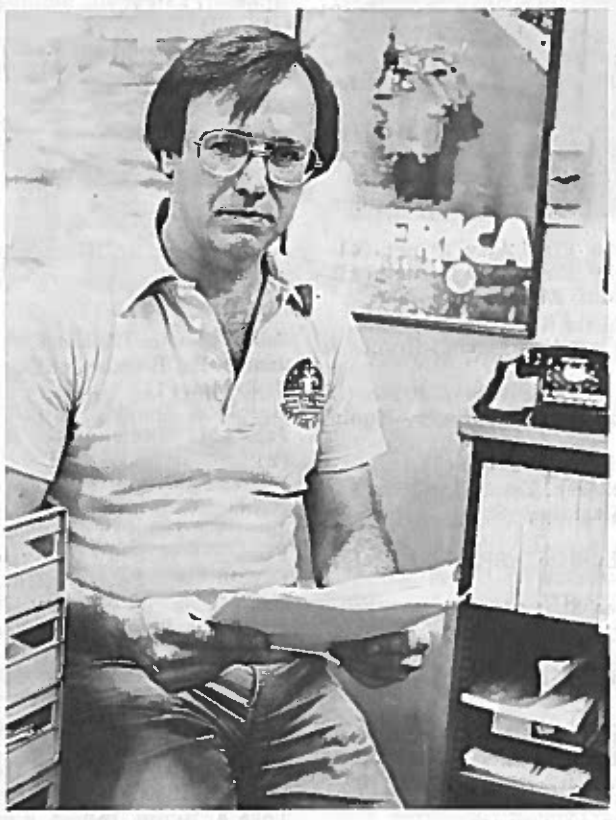
"If something is damaged I notify Plant 1 Inspection. They may send the part back where it came from to get it fixed. You want to catch things like that right away so they don't sit around in the stockroom.

"I'm not saying that everyone is like this, but you see a lot of people who really don't give a damn about what they do. It really bothers me to see a part come in damaged because usually it could have been avoided if someone had taken a little care.

"Take the totes, for instance . . . those are the wagons that parts are packed on. If something — a bolt, maybe — is left on the bottom of the tote and parts are loaded on top of it, the weight on the bolt is going to damage the part. It's going to get bent or gouged or scratched. So I make it a practice to check all the totes and clean them up before I send them out of here again.

"I guess I've always cared about my job, but I have more of a reason now than ever to care about it.

"My son Joe joined the Navy last year, and he's serving on the aircraft carrier *USS America*. A couple of months ago when they were in Norfolk, Virginia, they let fathers go out on the carrier overnight with their sons. It was very impressive to see all the Grumman aircraft onboard and to see the job these young kids do.



Joe Kovaleski

"It also showed me how important it is that everything we send out of here is handled carefully: lives may depend on it.

"I really enjoyed being out there with him. It was noisy and crowded and even a bit uncomfortable — but anyplace we're together feels like home to me. I miss having him around.

"It's not just that he's a terrific kid — which he is — but I raised him by myself and we're very close. He's all I have.

"Before I came here, I worked for my mother for years. She owned Louise's Bar and Grill in Bay Shore and I was a bartender. It was a very old building — about a hundred years old — and it isn't there anymore.

"My mother was a tough lady, but she had a good heart. She fed a lot of people who would have gone hungry. It was a pretty rough place; I broke up a lot of fights. All in all, it's not a great way to make a living.

A neighbor got me into Grumman 15 years ago. I've always liked it — partly because I've been interested in airplanes since I was a kid.

"This job is pretty good. I solve my own problems by myself and don't have to babysit anyone else.

"I'm a saver. I throw away nothing. I keep boxes, all the shipping material, bubble wrap — all that stuff that can be re-used. You'd be amazed at all the ways you can recycle things.

"I've passed up a couple of opportunities here because I enjoy this particular job. I could have gone out to Great River, which would have been a lot closer to home.

"But I'm used to the part numbers here — they seem logical to me. Great River is all electronics parts and the numbers are completely different — different patterns.

"I realized very early that memorizing numbers is difficult for me. I learned to compensate for it just by concentrating very hard on what I was doing. I got a lot better at it.

"But I've been doing this for so long now that I don't always need the part numbers. Lots of times I can tell what's inside just by looking at the box.

"I like that. I like feeling that I know my job inside and out."

calendar

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521, Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Guard Hdq.; open meeting. Personnel, 369-6759, C. Robb, Ext. 117-7038

Amateur Radio Club: every 3rd Wednesday of the month. Plant 5 conference room BD-1, 5 p.m. D. Townes, Ext. 2889

ASHRAE: November 9, 6 p.m., Linden Tree Restaurant in Bethpage. Abe Rubenstein, Ext. 1778.

American Production and Inventory Control Society: October 26, 6:30 (dinner), 8 p.m. speaker, Musicaro's Restaurant in Melville, "Master Scheduling" topic by M. Tincher of D. Buker Inc. Norm Heilweil, Ext. 2250.

China-Burma-India Vets: October 25, 5 p.m., Plant 28A, election of officers for '83. W. Pytlowany, Ext. 3926.

Coin Club (Bethpage): October 27, 12:05 p.m., Pl. 25 vendor conference rm., informal lunchtime meeting. Ken Hale, Ext. 1825.

Computer Club: first and third Monday of every month, 5 p.m. in Pl. 28A, computer demonstrations and discussions for advanced and beginners. P. Frumkin, Ext. 2797; J. Hayne, Ext. 4945.

Fencing Club: Every Wednesday, 4:45 p.m., Pl. 28A, free instruction and practice, guests welcome. J. Hayne, Ext. 4945; P. Chaldaris, Ext. 3486.

French Club: October 26, 5:30 p.m., 108 North Windhorst Drive, Bethpage, cultural meeting, all welcome. Maria Mirpuri, Ext. 3895.

Grumman Family Campers: November 7, 5 p.m., Pl. 28A, monthly meeting. J. Perrotta, Ext. 5851.

Grumman Ski Club: October 26 and November 9, 8:30 p.m., Tiki Lounge, 761 Deer Park Ave., North Babylon. Art Garmendia, Ext. 7819/8910.

Stamp Club: First three Wed. of every month; 5-6 p.m., Pl. 35 cafeteria; trading sessions and discussion. S. Hoops, Ext. 3926/8586

Theatre Guild: November 9, 5 p.m., Foxhunt, South Oyster Bay Rd., general meeting, new members welcome. Dave Rosenberg, Ext. 1943.

Where credit is dubious . . .

Grumman Photo Services is not pleased.

The Sept. 24 United Way issue of *Plane News* shows Grummanite Susan Kociuruba as she looks today, as well as the way she appeared in 1965 when she was four years old.

The 1982 photo was correctly credited to Jim Wagner. The 1965 photo, it seems, is a not-so-sure shot — but it was credited to John Boles.

"Boles didn't take that picture — I did!" says an irate Harry "The Pro" Prodromides. "Who told you Boles did it?"

Brian Masterson, we reply.

"Boles did a nice job with that shot," Masterson had said. "And my story was pretty good too," he had modestly pointed out.

"You tell Masterson he's wrong," says The Pro. "He didn't even write the story. Claire Imrie did. Furthermore, United Way liked my picture so much they even used it in their own publicity."

We consulted with John Boles.

"Well, if I didn't take that shot, I took one an awful lot like it," he says. "I remember that little girl — she lived in West Islip."

Marie Trimborn says the photo is familiar and thinks it might be hers; Fred Annette is checking his files.

Bruce Montgomery thinks if Harry got credit in 1965 then he ought to let somebody else have a turn.

Rich Breunig's claim to the shot seems flimsiest of all: he was in seventh grade in 1965.

Susan Kociuruba, if you remember any one of these characters from when you were four years old, let us know.

service milestones

40

Henry J. Trageser, Controls (2)
Albert J. Schuckle, Ops. Mfg. M/S (43)

35

Zigmund J. Choinski, Sub Assy. (1)
Frank J. Colandro, P.A. Cust. Relations (5)
Robert C. Miller, Officer (5)
John J. Page, Inventory Cntrl. (6)
Francis A. Martila, Flt. Ops. (7)
Jack E. Campbell, Elements & Mat. Test Lab. (12)
Herbert E. Anderson, Sec. & Pers. Serv. Mgmt. (18)

30

Robert L. Lentino, Sub-Assy. Major (1)
Daniel Zebart, Fuse FWD Sub. & Major (1)
Letson J. Kingsley, Join & Mud Mod. Install. (1)
Ernest Jenkins Jr., Prod. Superv. (1)
Ronald M. Pfeffer, Mfg. Est. Adv. Prj. (1)
Michael S. Keker, Stockrooms (1)
Chesley A. Greening, Mfg. Sched. (1)
Bernard R. Smith, Mfg. Sched. (1)
George F. McGrath, Operations (1)
William Fredrickson, Router & Shear (2)
Thomas S. Baylis, Small Parts Fab. (2)
John W. Haugh, Parts Paint (2)
Anthony Domino, Sub-Assy. Major (2)
George Norris, Wing Inner Panel & Combo (2)
William J. Warren Jr., Wing Inner Panel & Combo (2)
Arthur T. Jackson Jr., Hydraulics (2)
Donald F. Ormond, Hydraulics (2)
William Parson, Prod. Superv. (2)
Frank R. Tobin, Prod. Cntl-Parts Cntrl. (2)
George Smith, Prod. Cntl-Parts Cntrl. (2)
Rudy A. Wolmart, Prod. Release & Anal. (2)
Stanton R. Middleton, Prod. Plnng. (2)
Ignazio E. Lazzara, Manufact. Budgets (2)
William S. Lamberta, Mfg. M/S (2)
John H. Smith, Templates (2)
Frank J. Pascale, Central Stor. & Retrieval (2)
Joseph J. Ragonese, Router & Shear (3)
Leonard Ascosi, Assemblies (3)
Robert K. Smith, Wing Final Assy. (3)
William C. English, Bus. Mgmt. & Admin. (3)
Joseph Costanzo, Final Assy. Struct. (4)
Robert S. Clarke, Final Assy. Struct. (4)
William Minicozzi, Airport Ops. (4)
Gus A. Semertgis, Flt. Trans. (4)
William M. Mistretta, Mech. Struct. & Proto (5)
Patsy P. Siani, Mech. Struct. & Proto. (5)
Thomas J. McKeon Jr., Supp. Equip. Prod. (5)
Henry A. Faeth, Model Shop (5)
Anthony F. Lazarek, Trans-Ops. (5)
Eugene M. Martone, Struct/Sys. Test Staff (5)
Donald M. Ludlam, BPA Q.C. Mgt/ Admin. (5)
Melba R. Malaer, Structures (6)
Robert E. Dory, Structures (6)
Andrew D. Howe, Ordnance (6)
Eugene S. Whiting, Structures (6)

Walter H. Rumpel, Elect. Bench Assy. (6)
Cornelius W. Baan, Matl. Handl/Stor. (6)
Vinton R. Soyars Jr., Trans-Ops. (7)
William H. Herrmann, Flt. Dev. Ops. (7)
Stella Havens, Prod. M/S (8)
Saul Feirman, B/P Warehouses (21)
John H. Husch, Central Rec. (24)
Ernest Neves, Invent. Plan & Anal. (30)
Thomas Harding, Matl. Mgt. M/S (30)
Anthony M. Gurnari, Est. Resources (30)
Robert L. Ohrtman, Eng. Admin. M/S (35)
John V. Carney, ILS RF/Servo/Elec TPS Eng. (40)
William T. Gallagher, ILS Auto Circuit Anal. (40)
Daniel J. O'Neill, P.M. EA-6B History (40)
Roy V. Johnson, Elect. Cable Fab-Temp. (44)
Thomas R. Foley, Elect. Harn. Fab. (44)
Dominick P. Chico, Elect. Cable Fab. (44)
Joseph D. Rayll, Invent. Mgt. (44)
John C. Jolly Jr., Invent. Mgt. (44)

Franklyn Rule, Assembly (66)
Vincent M. Dellapi, MFG EST/Budget/ Ind. Eng. (77)
John W. Torkelsen, Base Mgmt. (88)
Salvatore Stassi, Production (88)
Edward A. Maroney, Production (88)
Robert W. Bradshaw, Officer (111)
Richard A. VanDeusen, Site Mgt. (275)
Mason O. Mosley, Log. Servs. (280)
David E. DeBetham, Aircraft Avionic Sys. (280)

25

Lawrence B. Hennessey, Prog. Contracts (1)
William Willemsen, EBW-Mach. (2)
William R. Feigel, Jigs & Fixtures (2)
Roland P. Henault, Maint-Facil. Equip. & Gen. (2)
William C. Wollman, Mach. Eng. (2)
James E. Erickson, Mfg. Prog. Mgt. (40)

20

James H. Olin III, Elect. Fab. (1)
James R. Riordan, Sys. Dev. & Integ. Proj. Mgt. (1)
Harold J. Quigley, Prod/Comm. Est. (1)
James M. Miscichowski, Small Parts Fab. (2)
Walter F. Wright, Fuselage Join. (2)
Bernard C. Boyle, Welding Group (2)
Joseph J. Daley, Tool Maint. & Repair (2)
Frederick W. Schwarz, Insp-Mech. (2)
Harold W. Peterson, Maint-Rearrangement (3)
Stanley F. Pokora Jr., Flt. Avionics (4)
Frank J. Savarese, Commun. Nav. & I.F.F. (5)
Scott G. Chrysler, Bus. Dev. M/S (5)
Floyd T. Cisco Jr., Op. Dev. Staff (5)
Anthony Lombardi, Elec. Install. (6)
Luiz S. Rocha, Prod. Deput & Statn. Foreman (6)
Thea A. Bunns, Indust. Eng. (6)
David R. Cooke, Flt. Crews (7)
Gerard Gilner, Elect. Fab. (7)
Carlos L. Geisbert, Elect. Fab. (7)
Walter J. McDonald, Prod. Deputy & Statn. Foreman (7)
Robert F. Dorfmeister, Plastic/Plaster Tooling (11)
Giovanni D'Evangelista, Maint-Rearrangement (12)
Everett S. Hall, Hydraulics (14)
John D. Stiegelmaier, ILS Pubs. Cntrl. (15)
Robert D. McNiff, Central Ship. Cntrl. & Pkg. (17)
Gerard M. Rice, Trans-Ops. (20)
Walter J. Kowalchuk, Trans-Equip. Maint. (20)
Lance Gonzalez, Prog. Matl. Mgmt. (25)
Morton S. Kraten, ILS Tech. Servs. (25)
Ronald K. Hammond, Electro-Mech. Lines (25)
Joseph Van De Wetering, Prog. Eng. Managers M/S (25)
Lillian A. Swan, Field Admin. & Liaison (28)
Robert D. Owen, Prod. Ops. Infor. Sys. (30)
Charles W. Maltman, Proj. Mgmt. (30)
Richard K. Schwender, Proj. Mgmt. (30)
Martin Goldberg, ILS Resource Cntrl. (35)
Edward A. Goellner, ILS Tech. Servs. (35)
Alfred F. Vachris Jr., Computer Proj. Mgmt. (35)
Leslie D. Brower Jr., Funct. & Proj. Admin. (35)
Frederick L. Atkin, Train. Proj. Mgr. (39)
George H. Smith, Illus. & Prod. (39)
Alan M. Turrell, Tech. Reqmt. (40)
Richard L. Ponzini, ILS Supp. Ops. Proj. Mgt. (40)
John W. Cotter, Radar (40)
Robert E. Scholly Jr., P.M. EA-6B History (40)
Terrence T. Walker, Config. Data Mgmt. (40)
Harry J. Sowa, Elect. Final Assy-Temp. (43)
Donald W. Gover, Reqts. Plnng. (43)
John G. McGowan, Prod. Supv. (44)
Chester T. Evans Sr., Avionics Purchasing (44)
Gary N. Carlsen, Mfg. Eng. (66)
Richard W. Kling, Production (88)
John C. Jeppesen, Production (88)
William Trager, Supplier Cntrl. (289)
Nick Nazar, Aircraft Avionic Sys. (294)
Thomas A. Smith, Log. Servs. (521)

15

James T. Cooney, Sub-Assy. Major (1)
Richard H. McLean, Sub-Assy. (1)
Lillian Lopopolo, Assy. Methods (1)
Peter P. Brown, ILS Resource Cntrl. (1)
Paul A. Havekotte, ILS Auto Circuit Anal. (1)
Stennie C. Hull, Operations (1)
Christopher F. Reid, Alodine (2)
Walter F. Supper, Tanks & Ducts (2)
Frank Hollis, CTR Sect-Sub. Assy. (2)
Vito Cinquemani, Final Assy. (2)
Emery G. Saunders, Invent. Cntrl. (2)
Kenneth E. Anthanio, Central Setup Area (2)
Albert P. Riha, Jigs & Fixtures (2)
Nathaniel Kelly, Maint-Facil. Equip. & Gen. (2)
Robert F. Dalia, Maint. Indust. Cntrl. (2)
Gerard Spellman, Food Service (2)
Ralph H. Teller, Convent. Machs. (3)
Conrad J. Fant, Spotweld (3)
Michael Losquadro, Prod. Cntrl-Parts Cntrl. (3)
Roshell Mabron, Maint-Facil, Equip. & Gen. (3)
Leroy T. Westburgh III, Insp-Mech. (3)
John J. Truzzolino, Final Assy. Struct. (4)
Paul A. Pyne, Instr. Test (5)
Abraham Wietschner, Model Shop (5)
John R. Voegele, Maint. Indust. Cntrl. (5)
Gregory R. Kutz, Adv. Aircraft Sys. (5)
Dorio P. Draghi, Field Ops. Servs. (5)
P. Floyd Thomas Jr., Cust. Reqts. (5)
Millie Feinberg, Bus. Ops-Off. Mgt. (5)
Thomas E. Williamson, Business Mgmt. & Anal. (5)
Ernest F. Ammirato, Distrib. Servs. (6)
Thomas F. McAllister, Instruct/Anal. (6)

•

Due to space limitations, 15-year anniversarians will be listed in the next edition of Plane News.

B. Feigel | R. Henault | Wm. Wollman | J. Erickson | B. Apollonio | M. Bergin | W. Tully | L. Hennessey

scorecard

Show your stuff

You know that painting you did, the drawing you made, that photograph you took that you're so proud of? Show it to the world! Enter the Grumman Recreation Art and Photography show in Plant 28A.

This year's show will run from November 11 through 14 and entries will be accepted on November 8, 9 and 10.

There will be nine categories in the art division: four for works in oils, plastics or acrylics and one each in the media of water color, pastel, black and white, sculpture and non-objective abstracts.

There are four divisions in photography. In black and white prints, color prints and color slides the entry categories are: pictorial, nature, still life and abstracts, portraiture, human interest and close-up. There is also a snapshot division.

Paintings should be framed, wired and ready for hanging. Color and black and white photographic prints (except for snapshots) must be mounted and suitable for exhibition. Snapshots can be no larger than 4 x 5 inches, though all other prints can be no less than 8 x 10 inches.

All entries must be the work of the entrant.

Paintings and other entries in the art division must have been produced in the past year.

For the winners there will be $100 bonds for best in show and ribbons for first, second and third place in each category.

For more information and specific rules, visit the Recreation Department, Plant 28A, or call them, Ext. 2133. Grummanites in Calverton who wish to enter the show should call Sal Cordaro, Ext. 6559. Those in Great River can contact Charlie Greco, Ext. 6047.

Need a break?

Your local Employee Services office has one. It's a discount on admission to the Intrepid Sea, Air and Space Museum. Their prices are $4 for adults, $2 for children.

Things to see

You should call Recreation right away for this one: for $24 per person you'll take a bus from Grumman to the Minskoff Theatre on Broadway and see "Pirates of Penzance."

There is a limited number of tickets available. The date for this evening on the town is Friday, November 19.

Dance, dance, dance

If you've been complaining that there's nothing to do on weekends, you just haven't been looking. You just missed, for instance, the Grumman Dance Club's annual Fall weekend of rug-cutting at the Pines Hotel in South Fallsburg, New York. When the 47 couples who went on this September 10-12 trip weren't dancing to the music of two dance bands and watching two shows each night, they were playing golf and tennis or swimming.

The club meets every Wednesday in Plant 28A for lessons and dance sessions. They save the third Wednesday of each month for a social at a nearby hall or club.

For more information, call George Cupola, Ext. 4155.

Bridge, bridge, bridge

If you're not up for dancing, sit down and try your hand at bridge. The Grumman Duplicate Bridge Club has a game for novices on Thursday, October 28, at 6 p.m. in Plant 28A. Call John James Ext. 6002, for information.

You a spiker?

If you are, you'll be happy to know that the volleyball season has opened at the Pine Avenue School in Bethpage from 5:30 until 8:30 p.m. For info call Johnny Woods, Ext. 115-3779, or Rich Sailor, Ext. 2797.

Born to run

This past summer, the Grumman Running/Fitness Club competed in the Manufacturers Hanover Corporate Challenge against 600 corporations. The series of 3.5 mile races were run in Central Park, New York City.

For the first race in July, 42 Grummanites trekked into the Big Apple. The men's team — John Erickson, Jim Tardiff, Mark Child, Doug O'Neill and John Koch — finished in second place behind CIBA-GEIGY Corporation by a mere 16 seconds. Over 110 corporate teams entered the manufacturing/retail division. The Grumman men finished 16th overall in the field of 574 teams.

The co-ed team of Annette Frisch, Pat Strozak, Bob Nielsen and Bob Pollack finished 25th in the manufacturing/retail division competition. Over 70 teams competed; Grumman finished in 153rd place in the overall field of 386 teams.

The next month, the Grumman teams showed significant improvement in the standings. The men's team which consisted of Lance Huselmeyer, Jim Tardiff, Mark Guild, John Erickson and Doug O'Neill beat out all the other racers in the manufacturing/retail division and finished in sixth place in the overall standings.

There was also a dramatic improvement for the co-eds. Grummanites Claire Kolensky, Annette Frisch, Bob Antonik and Mel Gough crossed the finish line in second place. The Exxon team beat the Grumman runners by eight seconds. In the overall competition, Grumman placed sixth.

Club spokesman Irwin Solomon says that the club was not able to field an all women's team due to the scarcity of female runners. "The Running/Fitness Club is always looking for new members — especially women — so that we can fully participate in team races," says Solomon.

If you are interested (beginners are always welcome), call the following people for more information: John Koch, Ext. 8677; Annette Frisch, Ext. 8478; Irwin Solomon, Ext. 115-3414; or Roy Lockwood, Ext. 4048.

It didn't get away! *Jim Holman of Stuart Operations didn't have to spin a fish tale; he hooked a six-and-a-half foot sailfish weighing in at 40 pounds. Fishing with fellow Grummanite Rick Sohnle (L), Jim caught the sailfish while trolling with dead ballyhoo as bait. Fishermen, please note: he fought the fish for 30 minutes and used a medium sized rod with a 30-pound test line.*

Bid Whist, anyone?

Here's something new from Recreation: a Bid Whist tournament to be held on October 30 in Plant 28A at 4 p.m.

Fill out the attached form and send it to Herb Mahoney by October 27; Herb has the rules for the tournament. One rule is that one of the players on each two-person team must be a Grummanite.

Bid Whist Tournament

Name _____ Mail Stop _____

Extension _____ Partner's name _____

Return to Herb Mahoney, A01-28A, no later than Oct. 27.

Look out Islanders, here come the Tomcats!

Long Island has been Islander country for years but it is only within the last two months that Grumman has taken to the ice. On September 22, the Grumman Varsity Hockey team played their first game in the new Long Island Industrial Hockey League.

Though the Tomcats lost to the New York City Fire Department's "B" team by an 8-1 score, it's turning out to be a remarkable first season for the fledgling skaters. They won the following three games, one of them an exhibition against C.W. Post University.

"I have a pretty good team right now," says Don White, who coaches the Grumman team and is the league's president. "Right now we have the best first line in the league and a solid second line. The guys are progressing very well and by December I expect to have a really good team out there."

By their second game they were showing plenty of poise. Playing a team called QIK, they were locked in a tie after two periods. But the Tomcats, led by Ron Stover's hat trick, pulled ahead by two goals in the final period, then held off the rallying QIK team to win their first game, 7-6.

Skating on the confidence of their first win, the Tomcats met the Elmont Broncos. This was no easy game. But, following the lead of Tim Shelley and his hat trick, the Tomcats took the game by an 8-6 score.

The C.W. Post game didn't count in the standings. But it counted plenty toward the experience and self-confidence of the young Grumman team. Shelley provided the power again. His five goals paced the scoring in this free-shooting game. Of the 25 goals scored, Grumman had 16 of them.

The Tomcats, when the last standings were posted on October 2, were tied for fourth place. Shelley is number three in the league in scoring with five goals and five assists.

The games are played at Nassau Coliseum; watch your local bulletin board for game dates. Admission is free.

Hot time on ice. *Grumman's Jimmy Allen (C) fights for the puck against two N.Y.C. Fire Department skaters. Though they lost this, their first varsity game, the Tomcats took the next two games.*

Flower power. *Karl Hagen's flowers made quite an impact on judges. The Grumman retiree (R) has won many awards with the fruits of his gardening labors, including this Best in Show award. GAC Vice President and General Counsel Ray Mur presented the prizes.*

Green thumbs up for Grumman gardeners

If you were in the Plant 35 cafeteria around lunchtime on September 14 you saw what sunshine and fresh air and an occasional feeding will do for flowers, and vegetables.

What you saw were the fruits of the labors of some 60 Grummanites who offered for judging well over 200 entries in the annual Garden Forum Fall Garden show.

Karl Hagen, a retiree and winner of many prizes in Garden Forum shows and in competitions held outside Grumman, took home another ribbon. This, a best-of-show prize, was for a dahlia.

The second Best-of-Show prize awarded went to Suey Jue, a mechanical engineer from Research in Plant 35. He took the prize for his Foo Gwa, a chinese vegetable known in English as bitter melon.

"I started growing vegetables about five years ago," he explained. "I had had a heart attack and wanted to improve my diet by eating more vegetables and less meat. But Chinese vegetables are very expensive." So he turned over a 14 foot by 25 foot parcel of ground in back of his house and starting planting.

An additional feature of this year's show was a demonstration of the art of growing minature trees, called bonsais.

Gene McCormack showed his audience how to prune the roots of the trees. For his demonstration he brought in two junipers which he had started from seeds 15 years ago.

He explained that he started to learn about bonsais when he was 12 years old. "I first saw them in the Brooklyn Botanical Gardens. I didn't have enough money to go to classes so I read books instead. I worked at it for a couple of years before I was successful."

GRUMMAN plane news

Vol. 41, No. 18, October 22, 1982. Bethpage, N.Y. 11714